

# the apro bulletin

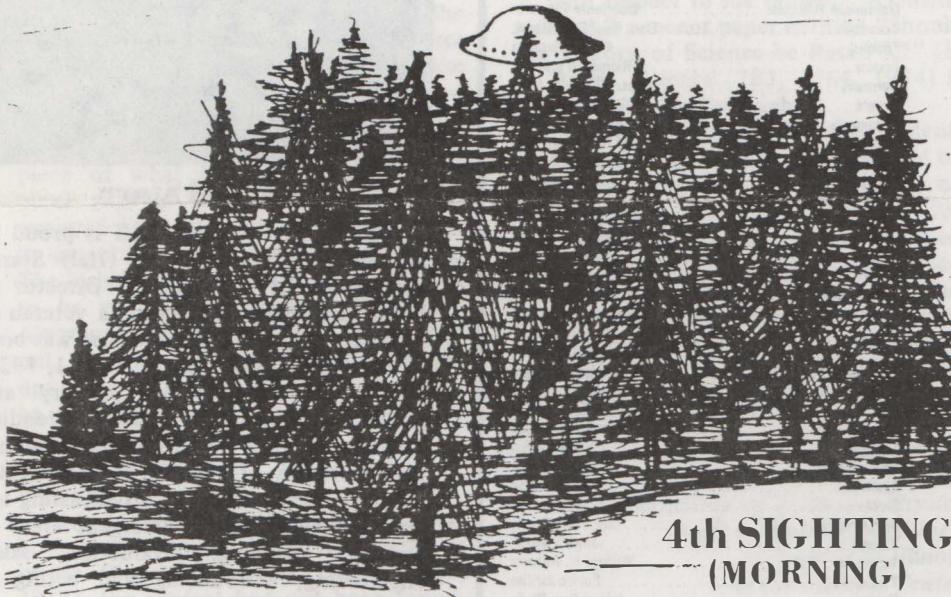
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VOL. 23, NO. 6

TUCSON, ARIZONA

APRIL 1975

## LANDING IN WISCONSIN



### 4th SIGHTING (MORNING)

*See Column Three for Details*

## Ball Of Fire Viewed By Many

by Leonard J. Bongle  
Field Investigator

Sunday night, March 2, 1975 was a clear, cloudless, starlit night in the quiet little village of Mattoon, in Shawano County, Wisconsin. At about 8:15 p.m. Central Daylight time, Jim Zahn, 26, and wife Peggy, 22, were leaving the home of brother-in-law, Jeffrey Tielman, 24, and wife Cindy, 19, when Peggy noticed what seemed to be a ball of fire following their car at a distance of 200-300 yards. When she told Jim, he changed directions several times and it seemed to follow and get closer. At this point they were nearing the Tielman home again, and Peggy screamed, and jumped out of the car and ran in the house. The girls called the sheriff's department while the men went out to watch. It hovered at about tree-top level 10-15 minutes and then disappeared. Visibility was good across a cleared level field to edge of woods about 400 yards away, where it hovered. When Constable Chet Hendrickson, 65, arrived, it had already disappeared. While he was answering this call, there was a similar

report on his police radio of a sighting at Eland, about 25 miles away. All descriptions were the same. Bright, white light with a kind of a halo around it. The halo would surge and fade somewhat.

Constable Hendrickson decided to cruise the area nearby and later spotted it again. He described it as a somewhat darker color this time. It was a bright orange with halo. He followed it about 8 miles going west from Mattoon on County Z to Highway 45 at approximately 65 m.p.h. He did not gain or lose distance. There is a radar base at Aniwa, near the point where he lost sight of it.

Jim Zahn is the local barber, and he and his wife are a very personable, level-headed young couple, not given to exaggerations. Jeff Tielman was also a quiet, unassuming young man and all enjoy a good reputation in the community. I did not meet Cindy Tielman. Constable Chet Hendrickson is a mature and unflappable type of person who took all of this in his stride.

My impression, after spending two hours with these people in the barber shop, is that they are reliable, competent people, who saw exactly what they described.

*(See Fire – Page Six)*

On the night of March 13, 1975, many sightings of bright aerial objects were made in the vicinity of Ashland, Wisconsin, which is located on Lake Superior. Our investigation indicates that several policemen observed airborne objects which they could not identify, but not much more than the "flying light" variety.

However, the most interesting of the reports comes from the Philip N. Baker family of Mellen, Wisconsin, some 20 miles south of Ashland. Fifteen-year-old Jane Baker had gone outside to take the cats to the garage where they are housed for the night, and was just at the garage door when she heard "strange high-toned noises." She turned around and looked up at the hill to the north and saw an object apparently sitting on the road into Mellen. The whole hill was lit up, she said. She described it as a silvery disc-shaped object with a domed top which gave off a yellowish-white glow. Around its midsection were located red and green lights which were flashing on and off (see accompanying drawing).

Jane put the cats in the garage and went back into the house to get her father, who was sitting on the couch with his shoes off, watching television. The family is certain of the time because the "Harry-O" show had just started. Jane told her father that "there was a thing on the hill up the road." Mr. Phillips put on his shoes and they both went outside to look at it. At this point the glow was subsiding and the flashing lights had also turned out, and the noise was gone also. However, there was a square lighted area in the middle of it (see inset drawing in Lance Johnson's composite). This area, which appeared to be an opening, had the same yellow-white glow that the top of the object had had earlier when Jane viewed it alone.

The two then walked to position three and at this time noticed a metal-on-metal banging sound. They then went back into the house where Mr. Phillips put in a telephone call to the Undersheriff. While he was talking on the phone they heard a loud boom and when Jane looked out the window the object was gone.

During this period of time, the object was pointed out to Mrs. Phillips, who viewed it from a window in the house,

*(See "Landing" – Page Three)*

## THE A.P.R.O. BULLETIN

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## Readers' Forum

## Fellow APROians:

I have studied the stimulating report of the UFO Symposium of June 15, '74, and the insight of several of the participants on matters of the history and the philosophy of science is phenomenal. Also, their grasp of the problems generated by what I have called the "despicable conspiracy of the closed minds."

That working scientists are beginning to take note of this is indicated by my editorial in *Industrial Research*, July, '74, p. 7.

In this is posed the question: "One can only wonder what portion of the U.S. total annual research budget of 30 billion dollars goes down the drain, as the result of the several well-organized, smooth

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censorship-by-selection procedures which serve to snuff out new ideas and to maintain the power and prestige of those who are currently at the top of the pecking order."

Accompanying this was a questionnaire answered by 3417 respondents, largely industrial scientists and engineers. (See I.R., Oct. '74, p. 97.)

"Do you think the present peer review system denies funding to ideas or research proposals which in any way challenges the reviewers?" 87% Yes.

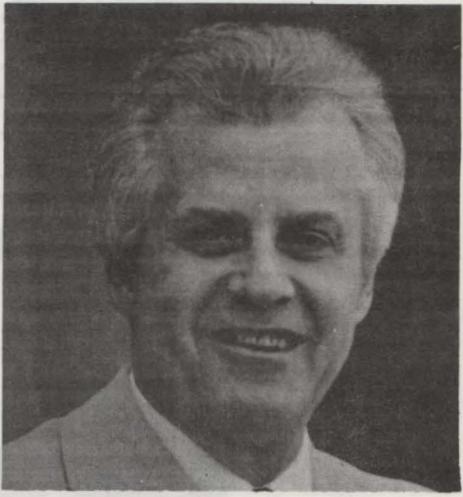
"Are technical journals controlled by a hierachal group that rejects papers that don't fit into the paradigm mold of current theory?" 74% Yes.

"Are meritorious contributions thereby lost?" 65% Yes.

"Have you personally been subjected to censorship?" 45% Yes.

(See "Forum" - Page Five)

## New Staff Member



Mr. Hal Starr

The Administrative Staff is proud to announce Mr. Harold E. (Hal) Starr's acceptance of the post of Director of Public Relations. Mr. Starr, a veteran of 37 years of radio and television, was born in Portland, Oregon on October 1, 1922, where he received his primary and secondary education, later attending Lewis and Clark College of that city and the University of Utah in Salt Lake City.

Starr's experience in broadcasting has covered such widely divergent areas as writing, directing, production, sales, engineering, announcing and acting as well as "top-of-the-ladder" positions of general management. In allied areas of broadcasting, Starr has operated his own radio-TV production corporation and his own recording company, and has been employed to supervise radio-TV production at one of the west coast's larger advertising agencies. He has also been in charge of public relations for the national headquarters of a major veterans organization in Washington, D.C., and advertising and public relations head of a large eastern manufacturing company.

Mr. Starr's interest in space activities began when he was a small boy and active involvement began with the writing, production, directing and narrating of "Outward Bound," a full hour dramatic documentary of man's contemporary space efforts and a study of the UFO phenomenon, a program which won a coveted first prize from Ohio State University as best documentary of the year in commercial broadcasting in the nation. In 1958, a five-per-week, five-minute syndicated radio series "Space Report" was instituted, a series which was to achieve the reputation of being the oldest continuous radio or TV series on the subject of space (and/or UFOs). His other accomplishments are many and too numerous to list in the allotted space.

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## "Landing"

(Continued from Page One)

and three other members of the family, 11-year-old Jeff, 12-year-old John and 16-year-old Montgomery also got a look at the object.

The next morning, Jane went outside to see if she could find any traces from the previous night. She looked over toward the swamp near her home and saw the same or a similar object again — only this time there were no flashing lights or glow — but the shape and color were the same. It was hovering over some evergreen trees. Jane went back into the house to put on heavier clothing, then went back out, taking the family dog with her. She was proceeding toward the evergreens when the dog gave a big yelp and started to whine and paw at her ears. Then the dog became completely still. Jane says she didn't hear anything, but carried the dog into the house. When she came back out again, the object was gone.

Later in the morning she and Monty and John walked to the spot where the object had been seen the night before. They noted that there was a round area on the road where the snow was "fluffed up." There were tire tracks over the area where a car had passed after the object had left, but there were also bicycle

tracks leading up to it, then taking up again on the other side. These were tracks made by one of the boys riding his bicycle the morning before. The "fluffed up" area apparently obliterated parts of the bicycle tracks.

The condition of the snow is a new phenomenon where UFO landings are concerned. We can hypothesize that it was a result of the propulsion system of the UFO but it could also have been a deliberate attempt to cover any tracks made by whoever or whatever was making the banging noise.

All of the Phillips family agree that the object was on the ground for a total of no less than 10 minutes. The investigation of that particular night is ongoing because there seems to be more witnesses in the area who have yet to be interviewed and there may be corroborating witnesses in other homes in the area.

An article appearing in the Volume 20, No. 2 issue of *Flying Saucer Review* (England) also involves a landing and may cast some light on the old conviction that UFOs are so well engineered that they never have mechanical problems and that's why one hasn't been captured or photographed on the ground.

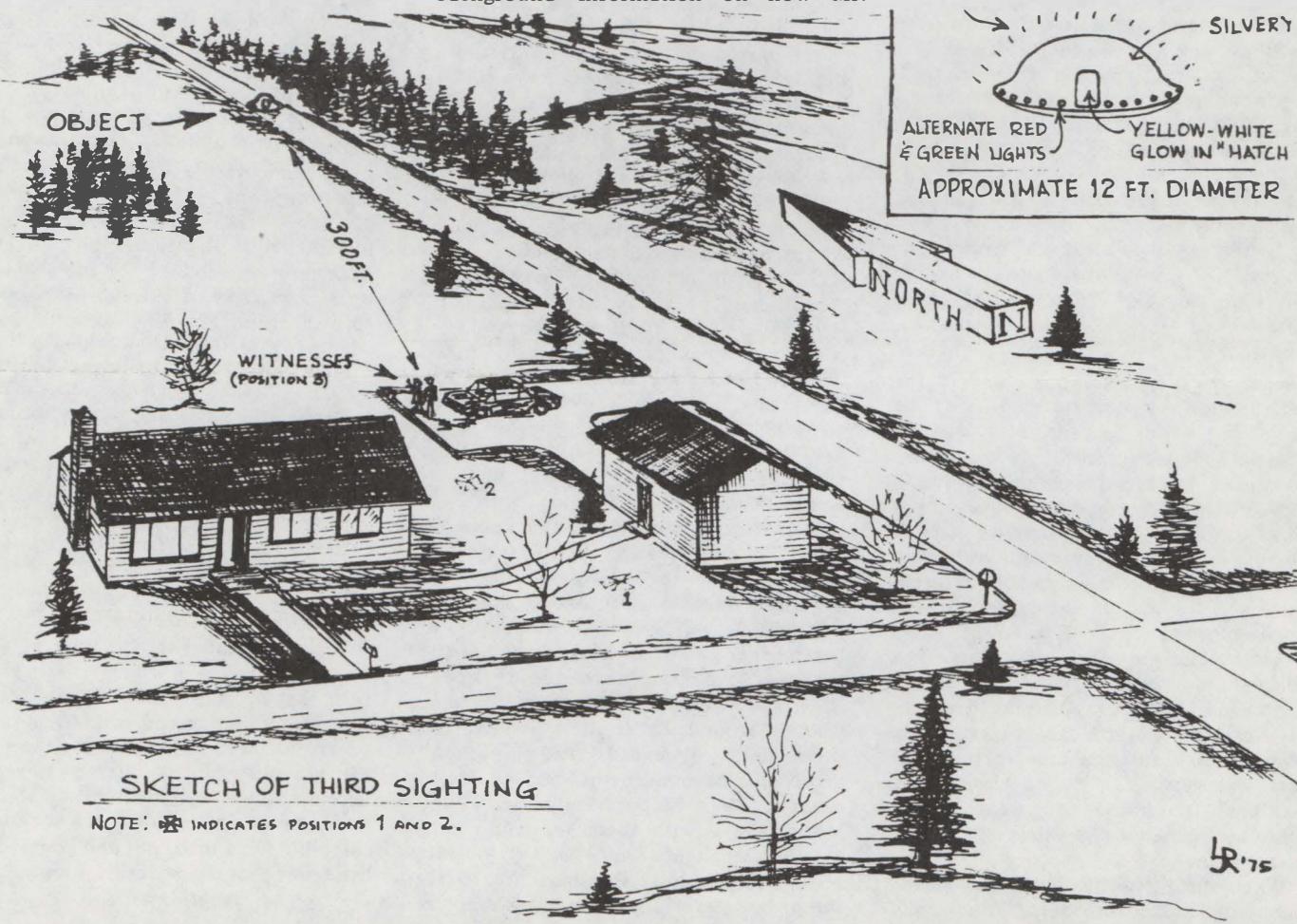
This report was investigated by Mr. Ted Bloecher of New York who has been a top-notch investigator for many years. The original report is quite lengthy, giving background information on how Mr.

Bloecher found out about it, etc., but we will get right to the meat of the report, being satisfied that Mr. Bloecher is an honest and meticulous researcher. On the morning of November 25, 1964, Mrs. Mary Merryweather (a pseudonym) and her mother-in-law watched the landing of two strange crafts and what appeared to be repair of same by several humanoids.

Mrs. Merryweather's husband and father-in-law had gone hunting so Mrs. M. was staying with her mother-in-law so that she would not be alone in the rural home north of New Berlin, Connecticut. At about 12:30 a.m., Mrs. M. discovered she couldn't sleep so she turned on the television. An old movie she had seen several times before was being shown so she turned the set off and got a glass of gingerale and decided to have a look outside.

It was a cold but clear night and Mrs. M. went back in and got a coat on. After she returned to the outdoors she saw a "falling star," and then another one, but the second one, instead of arcing along the horizon, came straight down, and leveled off. She described it as an unusually bright light of a brightness and intensity which she had never seen before, even brighter than a mercury vapor lamp. Also, she began to hear a low, humming sound which she compared

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## "Landing"

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to a water pump which is running laboriously. The pitch did not change. Shortly, her mother-in-law got up to use the bathroom and when she came through the living room to go back to bed, Mrs. M. called to her to come and look.

At this point a car came along the road between her and the creek bed where the object was traveling. This car went on, but a second car which followed it about a minute and a half later slowed down and pulled off onto the shoulder of the road, at which time the light also slowed practically to a stop, then it stopped, hovered for a moment then it started back toward Mrs. M.'s position, past the car, at which time the car took off down the road at high speed.

When the object started back in the direction of Mrs. M., the mother-in-law had come to the door, opened it and was about to step out but upon seeing the object's motion she stepped back in, then urged Mary to come in also. Mary, until that time, had been standing on a rise in the middle of the driveway, but although she didn't go back inside, she did retreat to the porch. At this time, she estimated, the object had come to a stop at a point several hundred feet across the road from the house and hovered there. Mrs. M. said she felt as though she was being observed. She then tried to persuade her husband's English Springer to come out but the dog, who ordinarily would have been outside at that time, refused to come out. The dog stayed close to the mother-in-law's legs and shivered.

At this point another car came along the road and slowed down and the lighted object started to go along the road at the same speed. The people in the car appeared to have become frightened because they speeded up and left the area. The object then traveled along the creek bed, and up the side of the mountain about 3800 feet distant (according to the topographical map), then settled just below the ridge of the hill. The droning sound was no longer in evidence and the mother-in-law again urged Mrs. M. to come in but she refused, and asked for the binoculars which were shortly produced.

After she got the binoculars, the mother-in-law went back into the house, then called to Mary saying that there was a better view out of the corner dining room window and she was worried that Mary was getting cold. She was, so she re-entered the house and went to the window designated. At this point it was about 1 a.m.

When she lifted the binoculars to her face and looked through them, she

discerned movement at the base of the object, which lighted up the ground below. She said she couldn't tell the shape of the object, except that the "men" (who were tall - 6½ to 8 feet), when moving around the object gave the appearance of going around a round object. The object was hovering or supported by legs, for the men could crawl around underneath and would lie down on the ground much like a mechanic does when working on a car, although they had much more room. The "men" brought large boxes - at least two, and perhaps three, large enough that it took two men to carry them. Mrs. M. passed the binoculars to her mother-in-law, who also observed the men, but passed the glasses back to her because she didn't want to watch them, asking her to watch and tell her what she saw.

The "men" were dressed in something like a diver's wet suit which was a darker color than their skin. She based their height on the sizes of bushes she could see in the lower portion of the field on the hillside.

There were at least five men in all and the only time she could see them clearly was when they were on the side of the object close to her where the light shone on them. They went in under the vehicle and took something from the center of the vehicle and laid it down gently with their hands. Sometime before the thing was removed and the "work" started on the vehicle, the mother-in-law called to her that there was another object coming. Mrs. M. took the glasses away from her face and could see that another object was coming in from the west southwest, going east northeast and settled down on the crest of the ridge just above the place where the first vehicle had landed.

Four or five more "men" went over to where the first group was working and joined them in their efforts. She could see some of the men standing together down the hill a little way and they appeared to be cutting cable which was dark in color and she could see it falling in an arc or loop as they worked with it. They appeared to be cutting it in exact lengths and working quite hard at it.

The thing that was taken from the center of the vehicle was left on the ground under the place where it was dislodged, Mrs. M. said. At the time that they left it there and went to work on it, her mother-in-law informed her that the time was 1:15 a.m. The men would kneel, sit, half lie down, leaning on an elbow or walking around. In all, she estimated that there were between 10 and 12 "men" involved in this endeavor. She was able to observe the "men" only with the binoculars - with them she could only see the two lights from the two objects resting on the hill. The light situated at the higher elevation on the hill was not as

large as the other.

Mrs. M.'s mother-in-law decided to stay up because she said she couldn't sleep anyway until they left and also she didn't want to leave Mary alone. Also, the dog was terribly frightened. Mrs. M. said she wasn't particularly frightened. They debated as to whether they should notify a governmental agency or police but decided not to. Mary felt that people would come with guns and bother them and she felt that the "men" merely wanted to get their machine fixed and leave. She also said she felt that they knew she wouldn't call anyone; that when the light had first come toward her she had the impression of being watched by many eyes.

At exactly 4:30 a.m. by the kitchen clock, the men got together in a team and raised up the object which had been on the ground and proceeded to put it up into the vehicle. One man who seemed to be the leader, was gesturing with his hands as if instructing the others. They raised the thing up about 8 inches, then off at an angle; they maneuvered it but it didn't seem to fit. They tried this again and again, stopped to cut more cable and work with the mechanism. It became obvious to Mrs. Merryweather that they were hurrying and getting exasperated. It was six minutes to five when they finally got the thing fitted up into the vehicle and they seemed to be pleased.

At that point they went about picking up things, and the men from the vehicle above on the hill took their equipment up there, running as if carrying something extremely heavy. A minute later, at five minutes to five, the second vehicle left, going straight up, then shooting off in the direction from which it had come. Mrs. M. said it was almost like an instantaneous disappearance. A minute later the first vehicle took off also, going up to the crest of the hill, rising a little further again, and then shooting off in the same direction as the other.

The next afternoon after Mrs. M. arose, she decided to examine the area where she had seen the objects the night before. Her mother-in-law did not accompany her, as she is quite heavy and suffers from arthritis and bursitis. She had to ask a neighbor if she could go through their property to the top of the hill, not explaining why, and they looked at her rather oddly, so she assumed that they hadn't seen anything.

Upon searching the hill, Mrs. M. found three places where something cone-shaped and round at the bottom, very heavy and spaced in a triangle about 15 to 20 feet to a side, had pressed into the ground. She felt that whatever had been there had been very heavy as one of the impressions had a broken rock where something had broken it and gone down a little ways into the ground to more rock.

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## "Landing"

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The impressions on the bare ground were about 14 inches wide and up to 18 inches deep, and the shallowest hole was about 4 inches deep. There were two sets of these impressions, one where the first vehicle apparently had been, and where the second was located. They were in the form of an equilateral triangle.

As she searched the ground, Mrs. M. recalled the "men" cutting the cable and went on down the hill where there was a lot of tall grass and looked there. She doesn't recall if she found the artifact that day or later when she went up there with her husband, but on the ground some 50 or 60 feet below the lowest set of impressions, she found a three-inch piece of what looked like cable. The outer part of it looked as if it was wrapped in dark brown paper towel, but it was nothing like our paper toweling. The inside was made up of what appeared to be very finely shredded aluminum. Aluminum will crumple, Mrs. M. pointed out, but this material wouldn't crumple nor could it be creased. The inside could be removed for the paper outside had been cut along the entire three-inch length of the piece, but it all hung together.

Mrs. M. was interviewed several times both personally and by telephone but as of Mr. Bloecher's writing (December 15, 1973), the artifact had not been found. Mrs. M. said that they had meant to "put it up" so that it would not get lost but apparently it got lost. It had practically no weight at all. This strange cylindrical piece of material might very well have supplied some very valuable scientific clues.

However, when the entire report is taken into consideration along with the 15-minute visit at the Baker farm in Mellen, Wisconsin during which metal-on-metal hammering noises were heard, it is possible that we are examining two examples of the fallibility of the UFOs — they do sometimes have mechanical trouble and repair is necessary.

## Staff

(Continued from Page Two)

Starr's files of thousands of hours of tape-recorded interviews and actualities and millions of words of background information, documentation, and reference material is all being made available to APRO for their use as desired, and will provide a substantial base from which to launch a new syndicated series, "UFO Report," to be written and delivered by Starr under

APRO's aegis. The program, to begin soon and available across the nation, will be a five-minute, five-times-per-week radio effort available to stations for sustaining presentation or for sale to local advertisers with custom-made material to open and close the show and to advertise the sponsors.

## Forum

(Continued from Page Two)

With respect to the vaunted "scientific method," a recent paper entitled "Should the History of Science be Rated X?" (S. G. Brush, *Science*, 183, 1164, 1974) is good for a real belly laugh.

"Young and impressionable students at the start of a scientific career should be shielded from the writings of contemporary science historians for reasons similar to the one mentioned above — namely, that these writings do violence to the professional ideal and public image of scientists as rational, open-minded investigators, proceeding methodically — seeking objectively for the truth, let the chips fall where they may."

Very truly,  
H. C. Dudley  
Professor of Radiation Physics  
Dept. of Medical Radiology  
University of Illinois  
at the Medical Center  
Chicago, Ill.  
and Consultant to APRO  
in Radiation Physics

## Airplanes- UFOs or IFOs?

by  
Richard F. Haines, Ph.D.

Weather permitting, I try to go out for a walk every night. Since we live near the approach path for San Francisco International airport (about 25 miles to the North) and due to the fact that there is a U.S. Naval Air Station and a small city airport within four miles, I see many different kinds of aircraft pass overhead. During the past months of taking these walks, I have seen at least one IFO (Identified Flying Object, that is, an aircraft) within any two-minute period while outdoors! What I saw in the darkened skies was fascinating for its variety.

It was only after I began to be interested in the subject of UFOs that I took a closer look at this particular class of IFOs. I began to wonder just how many UFO sightings across the country might be explained as IFOs — aircraft. Certainly not all of them, but perhaps a sizeable proportion.

I have prepared this brief article to pass along some facts about aircraft lights and their appearance at night under normal flight conditions in the hope that others may find these facts useful. For it seemed to me that there was a similarity between many UFO sighting details and the appearance of aircraft lights seen at night in terms of their colors, spatial patterns, rapid changeability, and other visual features. A knowledge of the

(See "Airplanes" — Page Six)

TABLE I  
Details of a Commercial Jet Aircraft  
Passing Overhead at Night\*

Angle (deg.) left/rt. of Aircraft from point above and in front of me.	Basic Appearance of Lights Seen					Sound Features
	Continuous, white, point(s)	Continuous, green, point.	Continuous, red, point.	Flashing, red, point.	Continuous, white, point.	
60° left	(a) Yes, (0.5°/s)	(b) No	(c) No	(d) No	(e) No	No sound
45° left	Now seen as 2 separate lights	No	No	No	No	No sound
30° left	Separation con- tinues and intensity in- creases.	Just visible to left of (a)	No	No	No	No sound
15° left	Constant sepa- ration and max. intensity.	Intensity in- creases and moves slightly to left of (a)	Just visible to right of (a)	No	No	Barely audible behind lights.
0° (Directly ahead of me and about 15° from zenith)	Intensity de- creasing rap- idly to zero at 5° right location.	Plainly seen	Plainly seen	Becomes visible as (a) dims. Located near and behind (a). (about 1 flash/ sec.)	No	Slightly more audible sound.
15° right	No	Plainly seen	Plainly seen	Plainly seen	No	Sound decreases rapidly.
30° right	No	Intensity dims	Intensity dims	Intensity dims	Yes, intensity increases fast.	No sound
45° right	No	Just visible	Just visible [Dimmer than light (b)]	Just visible	Most promi- nant feature.	No sound
60° right	No	No	No	Just visible	Dimming very rapidly.	No sound

\* Note: Although I did not time the passage of this aircraft, I estimate that about 140 seconds elapsed between the 60° left to 60° right position.

# Airplanes

(Continued from Page Five)

approximate location and visual characteristics of the various navigation, anti-collision, and landing lights on U.S. certified commercial air carriers (primarily turbojet) may be potentially valuable to UFO field investigators during their interviews.

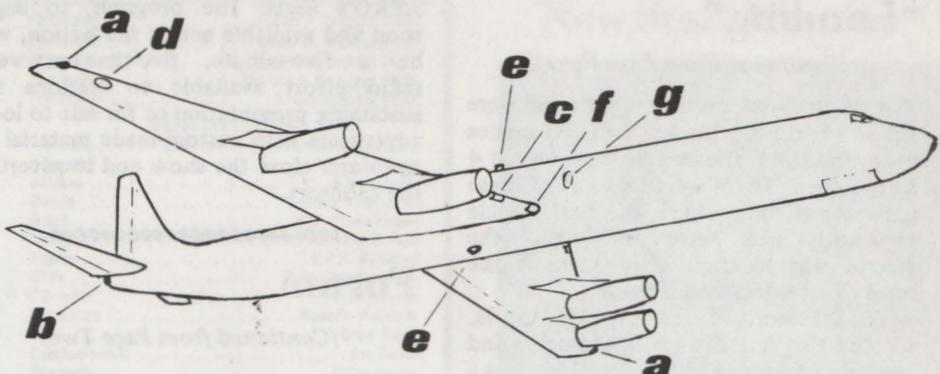
In order to illustrate the appearance of a single jet aircraft's lights as it passed overhead recently, I have prepared Table 1 which gives these appearances with respect to its angular position in the sky. At no time did I see any solid surface(s) of this aircraft.

Within several minutes of the aircraft sighted (described in Table 1), I saw another approaching over the Santa Cruz mountains to the southwest that had two, clearly distinguishable white lights (likely landing lights located farther outboard on each wing than the first aircraft). The reader may also be interested in noting the Table 1 column labelled "sound characteristics." Although a Federal Aviation Regulation (FAR) now requires that landing lights be on at all times below an altitude of 10,000 feet at night, the pilot still has a certain degree of flexibility in which particular lights he can turn on. Now let us progress to the subject of what lights are found on certified commercial aircraft in the United States.

Figure 1 is a drawing of a typical four engine jet aircraft with the major exterior lights marked. There are slight variations in the placement of these lights from one aircraft model to another. The most conspicuous lights at night (seen from in front of the aircraft) are the landing lights (C) since they are very intense, white, continuous, and are aimed directly ahead and slightly downward (to illuminate the runway during landing). The lights described in the column labelled (a) of Table 1 were probably these landing lights.

The right- and left-hand wingtip navigation lights are green and red, respectively. They shine within an approximately hemispheric volume so that they are visible from an extremely wide range of angles. Remember the simple rule "RED — RIGHT — APPROACHING." That is, if you see a continuous (wingtip lights flash on some aircraft) red, point source of light to the right side of a similar continuous (ditto, previous comment) green light, it indicates that the aircraft is (approximately) approaching your position. These wingtip lights probably represent the column (b) and (c) light sources in Table 1.

An intense rotating (or capacitor discharge) red, anti-collision light is



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located on both the top and bottom (mid-line) of the aircraft. Each shines within an approximately hemispheric volume and possess a flash rate of about two per second. For the range of viewing angles represented in Table 1, the bottom anti-collision light probably represents the column (d) light source in Table 1.

The continuous, intense white navigation tail light is usually mounted on the tail extension of the body or on the top of the rear tip of the vertical stabilizer (tail). It shines within an approximately hemispheric volume with approximately equal intensity in all directions. It very likely represents the column (e) light source in Table 1.

Many variations are possible in the viewing situation geometry (e.g., aircraft attitude, slant range, local topography, observer's initial line of sight direction). Considering only the 7 basic aircraft lights given with Figure 1, a great many visual variations are possible. Analyses of these variations and application of the information given here is left up to the reader.

## Navigation Lights

**a** Wing tips: Red (left wing); Green (right) [Continuous, 2 bulbs/fixture]

**b** Aircraft tail: White [Continuous, some airlines leave on 24 hrs./day]

## Landing Lights

**c** Usually on leading edge of wing: White, [Continuous, very intense, sealed beam, relatively narrow beam spread]

**d** Retractable, near wing tip, near leading edge: White [Continuous, very intense, sealed beam, can be turned on in any position from their "stored" (flush with wing surface) position to straight ahead]

## Anti-Collision Lights

**e** On aircraft mid-line on top and bottom as shown: Red [Flashed at about 1 pulse/sec.; Highest beam intensity is capacitor discharge Xenon lamp installed on small proportion of existing aircraft; others use red rotating beacons]

## Runway Turnoff Lights

**f** Usually at wing-fuselage intersection at leading edge of wing: White [Continuous, very intense, sealed beam, used for illuminating taxiway during turning]

## Auxiliary Lights

**g** Over-wing lights: White [Continuous, sealed beam, aimed down onto leading edge and top of wing to check for icing formation]

## Wheel Well Lights

Inside all wheel wells: White [Wide angle, diffuse illumination for repairs and visual in-flight check of wheel position]

## Slide Evacuation Lights

Near all exits, flush mounted, white [Continuous, only used during emergency conditions. Most can only be turned on with exit doors open]

## Fire

(Continued from Page One)

Other people dropped in after a while and I was able to pick up some other interesting comments. The next night after the above sighting, Lawrence Bohn was looking out toward that same woods and said he saw a light settle in or behind the woods and the bright light showed through the trees. This was observed with binoculars and the light was so bright he could not keep a continuous focus on it. This lasted only a few minutes.

## Stop Press

A future issue of the Bulletin will contain available details on the experience of a private pilot who was surrounded by three discs during which time his controls were frozen while enroute to Mexico City from Guerrero State. Two air traffic controllers allegedly picked up the objects on radar. A Field Investigator has been assigned to investigate the May 3 incident.